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PALMETTO

AVIATION

Volume 46, Number 2 Published by the S.C. Department of Commerce/ Division of Aeronautics May/June 1994

## State Art Contest Winners Announced

The South Carolina winners of the 1994 International Aviation Art Contest were treated to a special presentation recently.

All nine winners in each category were invited along with their parents and teachers to the S.C. Aeronautics Division headquarters to receive their certificates and enjoyed a tour of the Wilder Hangar Facility.

The award winners competed in specific age categories against elementary and middle schools from all over the state.

The 1994 award winners were the following:

Category I (ages 5 to 8): first place Zackery Boley, 8; second place Heather Davenport, 8; third place Jennie Meadows, 8. All attend Batesburg-Leesville Primary.

Category II (ages 9 to 12): first place



State winners of the 1994 International Art Contest were treated to a tour of the hangar facility after their awards presentations.

Tamara Corley, 9, of Edward E. Taylor Elementary; second place Alex Drakeford, 9, of Hyatt Park Elementary; third place Clint Harris, 11, of Glad Academy.

Category III (age 13 to 17): first place Melissa Hubner, 13; second place Melanie Ray, 13; third place Maurice Mayo, 13.

*See Art Contest, Page 6*

### We're Changing Our Ways

Palmetto Aviation, the newsletter for South Carolina Aeronautics is changing.

Beginning with the next issue, Palmetto Aviation will have new graphics, new layout and a new look which will make aviation easier to follow.

But we won't change too much. We'll still be covering aviation events and happenings that are important to you.

### Air South to Locate in S.C.

Air South a new airline will begin operations from Columbia Metropolitan Airport as soon as this summer, pending the approval from the U.S. Department of Commerce.

The new airline is expected to bring an estimated 700 to 800 jobs to South Carolina, according to reports from the S.C. Department of Commerce. Air South stated in securities documents that its first flights will run on routes between Atlanta, Columbia, St. Petersburg, Fla., and Miami. More than \$16 million in government grants, training money and low-interest loans have enticed Air South into the state. The company plans to have 12 aircraft operating by the end of its first year of operation on routes to other Southeastern cities.





**PALMETTO AVIATION** is an official publication of the South Carolina Department of Commerce, Division of Aeronautics. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of state, national and international trends in aviation.

The Division of Aeronautics is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

**Carroll A. Campbell**  
Governor

**Department of Commerce:**

**John A. Warren**  
Secretary of Commerce

**Victor M. Robertson, Jr.**  
Interim Executive Director

**Division of Aeronautics:**

**Joseph J. Saleeby**  
Director

**William A. Walls**  
Director of Airports

**Walter I. Johnson**  
Director of Aviation

**Helen F. Munnerlyn**  
Editor



## From the Director's Desk

### *PACE Program Up and Running*

For many pilots proficiency comes easily through training from the military or through specialized safety seminars, but for others who have had their ratings for a number of years, maintaining proficiency is not easily done.

The FAA has a Flight Standards District Office that oversees flight safety, aids in the safe conduct of aviation in the district and assists in planning and implementing safety seminars for South Carolina's aviators.

One program that is gaining attention is the PACE program, officially known as the Pilot and Aircraft Courtesy Evaluation Program for the Flight Standards Service National Accident Prevention Program.

South Carolina is fortunate to have such a dynamic program available to all pilots and aircraft owners on a voluntary basis to evaluate their proficiency.

The purpose of the PACE program is to offer general aviation pilots a voluntary opportunity to receive courtesy evaluations of their pilot skills and the aircraft's airworthiness to improve all levels of safety.

By participating in the PACE program, no punitive actions by the FAA will result. However, the PACE program does not replace the normal surveillance programs instituted by the FAA but acts as a way to increase piloting skills without punitive actions.

The Division of Aeronautics has participated in the PACE program

and found that one aircraft had a mistake on the registration. This error, which should have been found earlier, will now be corrected but without any punitive action by the FAA.

Every pilot and aircraft owner should take advantage of the PACE program to make sure they are as proficient as possible and their aircraft complies with all regulations without consequences.

New pilots have the chance to test their skills with an FAA representative to improve their skills and discourage bad habits.

The PACE program consists of an airworthiness and operations evaluation. Each evaluation, airworthiness and flying takes about 45 minutes.

The airworthiness evaluation is intended to help the owner or operator find potential problems that should be more closely examined by a maintenance technician. The operations evaluation starts with a document inspection, checking the pilot's certificates and log book.

In this edition of *Palmetto Aviation*, the PACE program is highlighted and we continued this theme of safety on page 7 with an article on Proficiency for Private Pilots.

Continuing training, keeping current, and maintaining proficiency are all aspects of keeping the skies safe. Each aspect must be accomplished over a period of time with a firm commitment to safety.

*Joseph J. Saleeby*



**Saleeby**

South Carolina Division of Aeronautics Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.



## AOPA Safety Catalogs Now Available

A catalog of "one stop shopping" for aviation safety information is now available from the AOPA Air Safety Foundation.

"Keeping up with changes in airspace, regulations and safety trends is a full-time job," said Bruce Landsberg, AOPA Air Safety Foundation executive director. "This comprehensive ASF Guide to Pilot Products and Services makes it easier."

The new, illustrated 26-page catalog includes descriptions and prices for books, FAA reprints, pamphlets, videos and products from the Air Safety Foundation. All current ASF seminars are listed and explained, including the PINCH-HITTER course for flying companions and ASF's new Tactical Weather Workshop.

An explanation of the Air Safety Foundation Accident Analysis Database details

the many ASF safety products based on that data. Elsewhere, a special section called "Clearance corner" offers bargain prices on out-of-print but timeless aviation references.

Catalog orders for any ASF pamphlet or product will also get the new 1994 Nall Report on General Aviation Safety while supplies last.

"Whether you are just getting your wings or are a seasoned veteran, these products will make your flying easier, more enjoyable and, above all, safer," said Landsberg. "And proceeds from sales are used to develop new and better ways to help you cope with the challenges of flight."

The ASF Guide to Pilot Products and Services is available free by calling the AOPA Air Safety Foundation at 1-800-638-3101.



FAA's Dick Hitt (l) and Tom Damour (r) present Walter Johnson of S.C. Aeronautics with a certificate upon completion of the PACE program.

## Aeronautics' Pilots Complete PACE Program

The PACE program specifically designed to improve air safety was completed recently by the S.C. Division of Aeronautics.

Dick Hitt, FAA accident prevention program manager, and Tom Damour, FAA aviation safety inspector of airworthiness, conducted the safety program for the Division of Aeronautics' aircraft.

Walt Johnson, Aeronautics' Director of Aviation, and Neil Baker, Aircraft Maintenance Supervisor, were on hand to answer questions.

The PACE program is a 90-minute voluntary assessment of an aircraft's airworthiness and a courtesy evaluation of a pilot's skills. No punitive actions by the FAA will be taken.

The PACE program was created not only to improve safety, but to improve communications and trust between the FAA and the aviation community and to identify potential deficiencies in aircraft and flying skills which might otherwise go unnoticed.

## Aviation Calendar



**May 29**

**Breakfast Club**  
Holly Hill

**June 3,4,5**

**Thunderbirds**  
Myrtle Beach Jetport

**June 9**

**SC Helicopter Assn.**  
Myrtle Beach

**June 12**

**Breakfast Club**  
Do-Little Field  
Alan Smoak's Airport

**June 26**

**Breakfast Club**  
Joint GA-SC Meeting  
Louisville, GA

**July 10**

**Breakfast Club**  
Davis Field  
Estill, SC

**July 14**

**SC Helicopter Assn.**  
Columbia

**July 23, 24**

**Air Show**  
Beaufort Water Festival

**July 24**

**Breakfast Club**  
Greenwood Municipal

**August 7**

**Breakfast Club**  
Lancaster Airport

**August 21**

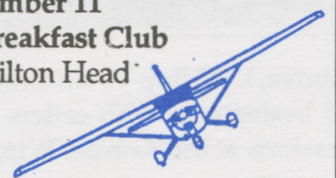
**Breakfast Club**  
Pickens County Airport  
Liberty, SC

**Sept. 4**

**Breakfast Club**  
Newberry County Airport

**September 11**

**Breakfast Club**  
Hilton Head

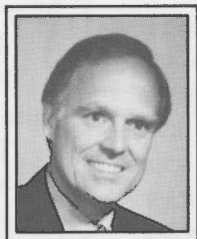




## NATA Names

### Former Congressman James Coyne President

Former Congressman James K. Coyne was recently named President of the National Air Transportation Association. The announcement was made by NATA Board Chairman Malcolm S. Graham, who said, "We are delighted to have obtained the services of such a multi-talented professional. Jim's considerable knowledge of the aviation industry will positively hasten the success of NATA goals."



Coyne

served as Special Assistant to the President and Director of the Office of Private Sector Initiatives.

Jim Coyne is also a 2000-hour, multi-engine, instrument rated pilot and flies his own Beechcraft Baron. "As a consumer of general aviation," he said, "operating general aviation aircraft helped our family business, Coyne Chemical Co., grow tenfold."

"My first priority at NATA will always be to advance the interests of general aviation," he said. "We will also work hard to keep members managing their businesses more skill-

fully."

Coyne is a graduate of Yale University, earned an MBA at Harvard Business School, and was a faculty member at University of Pennsylvania's Wharton School. His wife, Holly, is also an instrument rated pilot.

The NATA was established in 1940 as a private policy group representing the interests of aviation service companies before the highest levels of government.

NATA members provide fuel, and line service, air charter, aircraft sales, flight training, maintenance and major repair, avionics, instruments and other technical services.

## Civil Air Patrol Holds Annual Wing Conference

The South Carolina Annual Wing Civil Air Patrol Conference was held at the Columbia Sheraton Conference Center.

The 52nd conference featured several special guests, including Brig. Gen. Carl S. Miller, National Administrator; Col. Edwin W. Lewis, National Vice Commander; Col. Herman H. Maddox, Middle East Region Commander, and Col. John

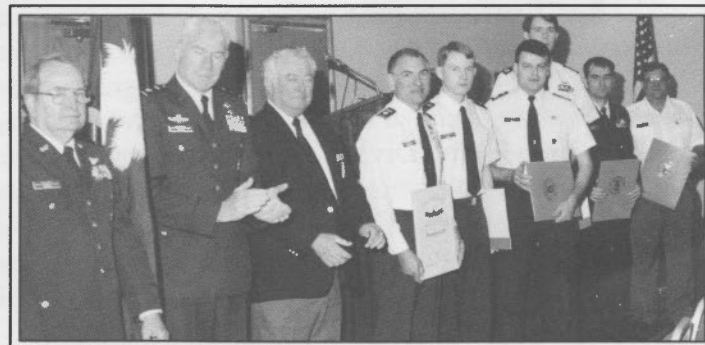
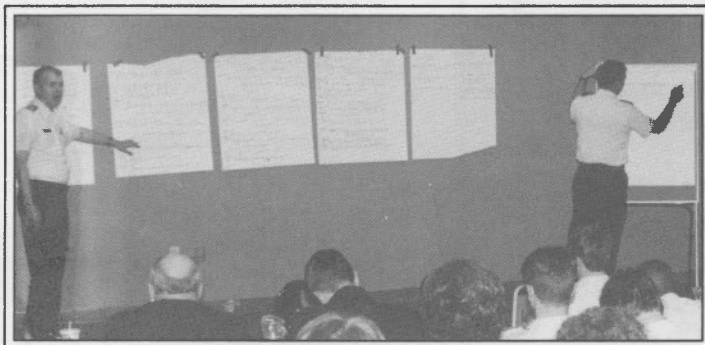
K. Kittle, Middle East Liaison Region Commander.

Topics for this year's conference included leadership skills and techniques, recruiting and retention resources, cadet brainstorming of ideas, aerospace education in schools, and chaplain program update. In concurrent sessions attendees participated in hands-on packet demonstrations, watched safety videos, saw demon-

strations of data management systems for personnel, and viewed computerized emergency services programs.

Conference participants met with cadet commanders to discuss the cadet programs and how to best improve this popular aspect of the CAP.

During the conference 19 Commander Commendations were also presented.



Above, LTC Bob Townsend (l) and MAJ Dean Habrun (r) brainstorm with cadets during one of the general sessions at the Annual Wing Conference.

Col. Herman Maddox (l) awards squadron members their Commander's Commendations for support during local and unit missions at the Annual Conference.



## Profiles in Aviation

# Senator John Drummond Enjoys Serving Others

His office walls are lined with dozens of awards, trophies, and photos from past charitable and political events. But none are more precious to Senator John Drummond than those in a mahogany curio of his World War II flying days.

Aviation has been a "tremendous influence" in his life. *Thunder Monsters Over Europe*, written about WWII highlighting the 405th, 509th, 510th and 511th Fighter Groups, chronicles parts of Drummond's military days and as a German POW.

"We were a wild group," he laughed. "We had a tremendous record. We had an outstanding record in the war for a group of fighter planes. I believe we lost about 30 percent of all our pilots."

Drummond talked animatedly about his military days telling story after story pointing to pictures and items from his war experiences.

"As a sergeant in 1942, I took a competitive examination at the Citadel because I wanted to join the paratroopers," he said. "I found out that if I passed, I would be eligible for aviation cadet training. I wanted some action."

The senator from Ninety Six made the grade and was sent to flight school

in San Antonio, Texas, even though he had never been in airplane.

From there on, he did all of his training in Texas and later graduated as a fighter pilot. He served in the 263rd Coast Artillery from 1939 to 1941. "I was in the 405th Fighter Bomber Group, and I went overseas in early '43. We were in combat two or three weeks after getting our planes."

As a flight commander, Drummond recognized pugnaciousness in many of his men. "There was one man I had that was shot down seven times and never bailed out. That's something."

Although successful, he credits most of his victories to luck. "We thought we were all hot rods. Most fighter pilots have a lot of confidence in themselves. And the ones that didn't, didn't last long."

"But there were some pilots that would drop their bomb load and come home," he chuckled. "I realize that now, I didn't realize it then. But they were always the first to get back home."

He admitted that no mission was easy, each had its own nuances, thrills and dangers. But his 49th mission was the most memorable. It was when he was shot down, captured by the Germans.

The 510th was on a dive bombing mission over the St. Lo area. Attacks continued with all three squadrons attacking.

Lt. John "Ace" Drummond was hit on a bomb strafing pass northeast of Tessy and was forced to bail out over enemy territory. Drummond finished out the war in a POW camp.

In prison camp, Lt. Drummond saw many of his buddies he thought were dead. In fact, the camp was filled

with 65,000, all allies.

"I flew a P-47, the most heavily armed fighter in the war. It was the work horse of Europe," he added. "It had 8 fifty caliber machine guns, carrying 3,600 rounds of ammunition and we could carry 2 500 lbs. bombs. And

still took off from a fabricated strip. Of course all of them didn't take off."

His most vivid memory was when he lost his best friend in a bombing. "I was

thrown up high and so was he. I ended up with pretty bad wounds. He didn't live."

Drummond's war experiences weren't all sad. "I enjoyed the devil out of it. It was exciting. We were all young. I came from a poor family, but I wanted to be in the military. I wanted to be with the paratroopers. I wanted the action," he said he enjoyed it then and still enjoys aviation.

"I flew in an F-16, the first one they got in South Carolina several years ago. That was the thrill of a lifetime. But that is just a flying rocket," he grinned.

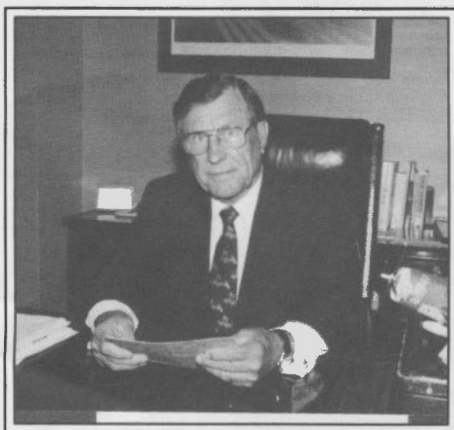
Drummond has no regrets. "I wouldn't take anything for being a fighter pilot. We still have the camaraderie we had then. I go to every reunion."

These days, Drummond fills his days working in the legislature on everything from stopping organized gambling to financing the budget. And can be found working for a myriad of charitable groups in Greenwood and Abbeville counties.

But the main emphasis for Drummond has always been of service to people -- while in the military and in public service.

"I have the sweetest wife. Holly doesn't let me say 'no,'" he grinned.

**"Most fighter pilots have a lot of confidence in themselves, and the ones that didn't, didn't last long."**



Senator John Drummond looks over his WWII military ID and his model P-47 Thunderbolt in his Senate office.



## 1994 State Art Winners Announced at Aeronautics

Continued from Page 1

All attend St. Andrews Middle School.

More than 80 entries were judged in South Carolina and over 14,000 entries judged from school children from across the United States.

Winning entries were judged by Aeronautics employees on the basis of creativity, presentation, technical ability and appropriateness to the theme.

The theme for this year's contest was "Flying Saves Lives" and was portrayed in many entries with drawings of helicopters, airlifts, and emergency medical airmen.

The contest was sponsored lo-



At left, Tamara Corley, Alex Drakeford and Clint Harris receive their awards in Category II from Walt Johnson of the S.C. Division of Aeronautics.

cally by the S.C. Division of Aeronautics, sponsored nationally by the National Aeronautic Association, the National Association of State Avia-

tion Officials, the Federal Aviation Administration, and internationally by the Federation Aeronautique Internationale.

## Columbia Metropolitan Begins Renovations

Columbia Metro has been given approval for a proposed \$46 million capital improvements program for major terminal facility improvements, apron construction, road access, and other modifications to upgrade the airport's function, efficiency, and appearance.

Improvements include a T-shaped concourse, tinted glass walls and classic colonnades, pyramid skylights, increased ticketing counters, ground-level gates, increased baggage capacity, two food courts, and room for commercial passenger gate expansion.



Columbia Metro's terminal re-development project will update the appearance of the building, improve access from roads and add T-shaped concourses for commercial gates.

## Air Shows Thunder Over Spring Skies



The Thunderbirds roared through the skies of the Midlands during their performance at McEntire ANG Base last month.

Air Shows dominated the skies when the Warbirds held their Spring Fling, and McEntire Air National Guard Base and Shaw Air Force Base both celebrated open houses.

More than 35,000 attended the festivities at Shaw on April 30 and an estimated 70,000 people were on hand at McEntire to see the Thunderbirds. Each air show demonstrated precision piloting, aerial thrills and dramatic displays. The Warbirds of Spartanburg ushered in the new season with Spring Fling '94, featuring historic military aircraft at Spartanburg Downtown Airport.

A fly-over of F-16 jet fighters, a vertical takeoff Harrier jet, and the crowd-pleasing Otto The Happy Helicopter were some of the attractions thousands saw at the air show. Other airplanes displayed at Spring Fling were a rare 1942 Stinson AT-19 Gullwing; two P-51 Mustangs of WWII; two Russian YAKs; two T-33; a Japanese Kate torpedo bomber; several Stearman biplanes; a T-28; a PT-19; a C-45; and a T-34.



## FYI from the FAA

# Proficiency and the Private Pilot

By Captain Dennis Strock  
Directorate of Aerospace Safety

Proficiency, the state or art of being proficient; performing in a given art, skill or branch of learning with expert correctness; adept, skillful. That's what it meant to Mr. Webster. What does it mean to you?

Proficiency gets a lot of attention in the military environment. Basically, the discussion boils down to the fact that with the flying hours each of us are allotted each month, it's a real challenge to stay proficient in our flying machine.

The military realizes this, and through major command, wing and squadron specifies what is necessary to maintain proficiency. By accomplishing our directed events, we attempt to maintain a level of proficiency. Completion of the events is documented for us in the computer, and we can conveniently monitor our requirements at any time.

Where does this leave our friend the private pilot? Proficiency is much more individual and personal in the general aviation community. The private pilot is a master of his own destiny there. The FAA has established requirements for takeoffs and landings, but, they are minimal. Perhaps the coldest hard fact of all in the private pilot world is that proficiency can be linked directly to your dollars. Dollars are something we seem to have less of these days, and there are many necessities competing for those dollars.

General aviation airplanes are far simpler than the Air Force's complex bombers, fighter and transport aircraft. However, it would be naive for any of us to believe that the airplane can't kill you.

What you must do us fly smarter! There are several things you can do to make the most of the time you fly. I've assembled some things you can do for your review.

First, there is the owner's manual, which by federal regulation, must be on board the aircraft for flight. You can purchase or borrow one of the handy encyclopedias from your local flight cen-

ter. An important section to read over more than a few times is the one on landing irregularities. Additionally, more detailed information on flight maneuvers can be obtained from special training manuals also available at the flight center.

Farther on, there is a section on stall characteristics of the aircraft. This will include stall speeds for various air-

craft configurations and angles of bank. Notice particularly the configurations most used, when you fly traffic patterns and approach to landings. It would be advisable to commit the speeds to memory. If you don't have a good memory, write them down on an index card so you can have a ready reference while you fly. Stalling can be extremely hazardous at low altitudes of the traffic pattern and place you in a situation from which you cannot recover before hitting the ground.

Foremost in your mind, you should read and thoroughly understand the chapter on emergency procedures and operating limitations of the aircraft. These are items the aircraft manufacturer has decided are important enough to warrant your special attention. The procedures are designed to help you safely recover the aircraft when it performs less than advertised.

The owner's manual allows you the freedom to ponder the manufacturer's recommendations while your body is safe and sound on the ground.

Get out your logbook. When was the last time you flew? Are you embarking on a journey with passengers? There's nothing worse than not being in complete command of every situation when you've got an audience. If it's been a while since you last flew, you might consider a

flight with an instructor. Nothing major, maybe just a few trips around the pattern, but it can be well worth it.

Maybe an instructor isn't necessary, and you decide a solo flight is more appropriate. Instead of droning around doing reconnaissance, take a little time

out to practice a few stalls here, a steep turn there. When you come back to the traffic pattern, instead of flying nor-

mal traffic patterns and landing, practice those short and soft field patterns and landings instead. Try to get in some crosswind practice.

Cross country is a whole 'nother ball game. This type of flying introduces more variables that can go wrong, and you must be prepared.

Preflight planning is the best method of preparation. The longer it's been since you flew cross country the more preparation you need to do.

Weather is an important factor. It is the primary cause of many general aviation accidents. Some weather phenomena are always in season, so take a good hard look at the weather while you're still on the ground. Consider alternative routes of flight or delay the trip a day or two until the weather gets better.

Proficiency — you must decide what it means to you. Remember, you're a pilot — a professional. You've got a responsibility to your fellow aviators, your passengers, and yourself. Also, where the expense was necessary, I've shown how to get the most out of the dollars you spend. Put them all together and you have a method of flying smarter, allowing you to fly safer. Give it a try.

This article is an excerpt from an FAA publication of the same name. Contact your local FSDO for an unabridged version at 765-5931.

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*Proficiency is much more individual and personal in the general aviation community. The private pilot is a master of his own destiny...*

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**SOUTH CAROLINA  
DEPARTMENT OF COMMERCE  
DIVISION OF AERONAUTICS**  
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**This Month....**

## **Inside Palmetto Aviation**

- Sen. John Drummond recalls his POW days
- PACE Program is off and running
- Air shows noisily welcome Spring

....and much, much more!!

## **Aircraft Accidents Should Be Reported to S.C. Aeronautics**

If you have an aircraft accident in South Carolina, you are now advised to report it to the Division of Aeronautics Airport Development Office at 1-800-922-0574 as soon as possible.

In addition to S.C. Aeronautics, you are still required to follow all guidelines and regulations imposed by the FAA.

When you have an accident, be sure to send a copy of the accident report to the S.C. Department of Commerce, Division of Aeronautics PO Box 280068, Columbia, SC 29228.

For more information, contact Bill Walls, Airport Development at S.C. Aeronautics.

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